WELCOME

Dear New Cobia Owner,

On behalf of Cobia Boats, I would like to congratulate you on your purchase. We at Cobia strive to build the best products possible and wish you years of trouble free enjoyment. There are many things to know about the operation, care and maintenance of our products and the systems we install in them. Please review all the applicable information for your new boat. The more you know, the more you will enjoy your new Cobia.

Again, a heartfelt Thank You from myself and the whole Cobia Family.

Scott Deal, President and CEO

COBIA

Maverick Boat Company, Inc. • 3207 Industrial 29th St. • Fort Pierce, Florida 34946 • (772)-465-0631 or (888)-shallow • Fax: (772) 489-2168

TABLE OF CONTENTS

Yamaha Engine Break-In Periods.....3
Engine Stop Switch.....3
Fuel / Water Separators.....4
Garboard Drain Plug.....4
Instrument Panel with Yamaha Multi-Function Gauges.....5
Switch Panels.....7
Switch Panels & Helm.....7
216 Boat Layout.....8
Cobia Duffel Bag.....8
Bilge System.....9
Ball Valves, Thru Hull Fittings, & Scuppers.....10
Stainless Boarding Ladder.....11
Cockpit Courtesy Lights.....12
Props.....13
Head & Waste System.....13
Fuel System.....14
Self Bailing Cockpit.....14
Livewell System.....15
Rod Lockers.....16
Forward Storage.....16
Anchor Locker / Rode Storage.....17
217 Aluminum Plate Location.....17
Specifications.....18
Wiring Color Codes.....19-20
217 Hull Wire Harness.....21
217 Deck Wire Harness.....22
Optional Cockpit Bolsters.....23
Optional Bow Cushion Set.....23
Optional Rear Seating with Backrest.....24
Optional Dual Battery System.....25
Optional Salt Water Washdown.....26
Optional Fresh Water Shower.....26
Optional Trim Tabs.....27
Top Options.....28
Top Options / Outrigger Option.....29
Optional Command Link Gauges.....29
Warranty.....30

21 BAY SPECIFICATIONS

21 BAY

L.O.A.....21' 1"
BEAM.....8' 4"
DRAFT.....13"
WEIGHT W/O ENGINE.....2050 LBS.
FUEL CAPACITY.....60 GAL.
DEADRISE @ TRANSOM.....15 DEG
MAXIMUM H.P.....200

ENGINE BREAK-IN PERIOD

Engine Break-In Period

New engines require a period of break-in to allow the surfaces of the moving parts to mate evenly. Different engines require different break-in periods and methods. For instructions on break in methods, refer to your Yamaha Engine Owner's Manual for the correct break-in procedures and times for your model engines

Engine Stop Switch

If activated, the spring loaded engine stop switch will automatically shut down the engine during emergency situations to prevent uncontrolled or unattended operation. Certain emergency conditions (e.g., turbulent water, wakes, accidental shove) may impair a person's ability to operate the craft safely. The switch, located on the helm, must have the safety lanyard attached at its base. This activates the protective shutdown circuitry.

Securely attach the other end of the lanyard to the operator of the boat. If the operator moves, falls or is at an unsafe distance from the steering wheel, tension on the lanyard will pull it from the switch. When the lanyard is removed, the engine stop switch is released and automatic engine shutdown occurs.

Engine stop switch (above)

Engine Stop Switch

DANGER

An engine stop switch system that is not used or does not function properly can cause death or serious injury. DO NOT operate the boat if the engine stop switch system does not function properly. Go to a Cobia Dealer to have this resolved immediately

<u>The lanyard should be securely attached to the boat operator at all times that the engine is on.</u>

FUEL-WATER SEPARATOR & DRAIN PLUG

Fuel-Water Separator

A Yamaha Fuel - Water Separator is installed between the fuel tank and engine on your 21 Bay model. The new, improved 10-micron filter provides superior filtration ahead of the engine's on- board filters and injectors. Large filtering and water capture areas maximize filtration while maintaining adequate flow rate for larger engines. The fuel separator can be checked by removing it from the mounting bracket and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be replaced. See your authorized Cobia Dealer for replacement parts.

Fuel/Water Separator (above)

Maintenance Note

Yamaha recommends replacing the 10- micron fuel filter on new boats after the first 10 hours or 1 month of operation and every 50 hours or every 6 months thereafter. In areas of hight humidity where water in fuel supplies is a problem or extensive engine operation occurs, more frequent replacement may be necessary.

Garboard Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. The drain has been designed to so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter clockwise motion. It is manufactured with a rubber seal in place to ensure you bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump. Refer to page 9 of this Owner's Manual for information on your boats bilge system.

HELM AND PANELS

Switch Panel & Helm

At the helm of the Cobia 21 Bay, you have a main switch panel, which is located directly above the steering wheel. This panel controls the horn, accessories, livewell, and bilge. When a switch is in the “ON” position the red lights within the switch become illuminated. These lights confirm whether the accessory is on or off in low-light situations. Below each switch is a breaker if an accessory does not come on when the switch is in the “ON” position, first attempt to reset the breaker by pressing in on the white boot.

Switch Panel (above)

Helm (above)

Instrument Panel

The instrument panel on your 21 Bay is composed of three Faria Analog Gauges. These gauges all serve different purposes, with the gauge on the far left showing the miles per hour, the gauge in the middle showing the fuel levels, and the gauge on the far right showing the rotations per minute of the motor. These easy to read gauges serve to inform the operator and look stylish at the same time

CONSOLE

21 Bay Center Console

The 21 Bay model has several features and components installed in the center console. First, there is the gauge and switch panel located directly in front of the hydraulic steering helm with a stainless steering wheel. An anchor light plug is located in the top center of the console unless there is a bimini top option. Then the light is moved to the starboard aft deck. The console also houses a glove box, shifter / throttle levers, key switch panel with lanyard, stainless dual cup holder, compass, horn, navigational lights, cockpit courtesy lights, and (two) 4-bank rod holders. It will also house the optional trim tab switch panel. This boat comes with Sea-Star hydraulic steering helms. The console for the 21 bay also comes with a 42 quart cooler in front of the console with an adjoining backrest. on the forward end of the console along with a grab rail and windscreen and a pop out divided storage box that allows for easy access to your tackle trays from anywhere on the boat.

Pop-Out Divided Storage Box

Cooler with Cushion

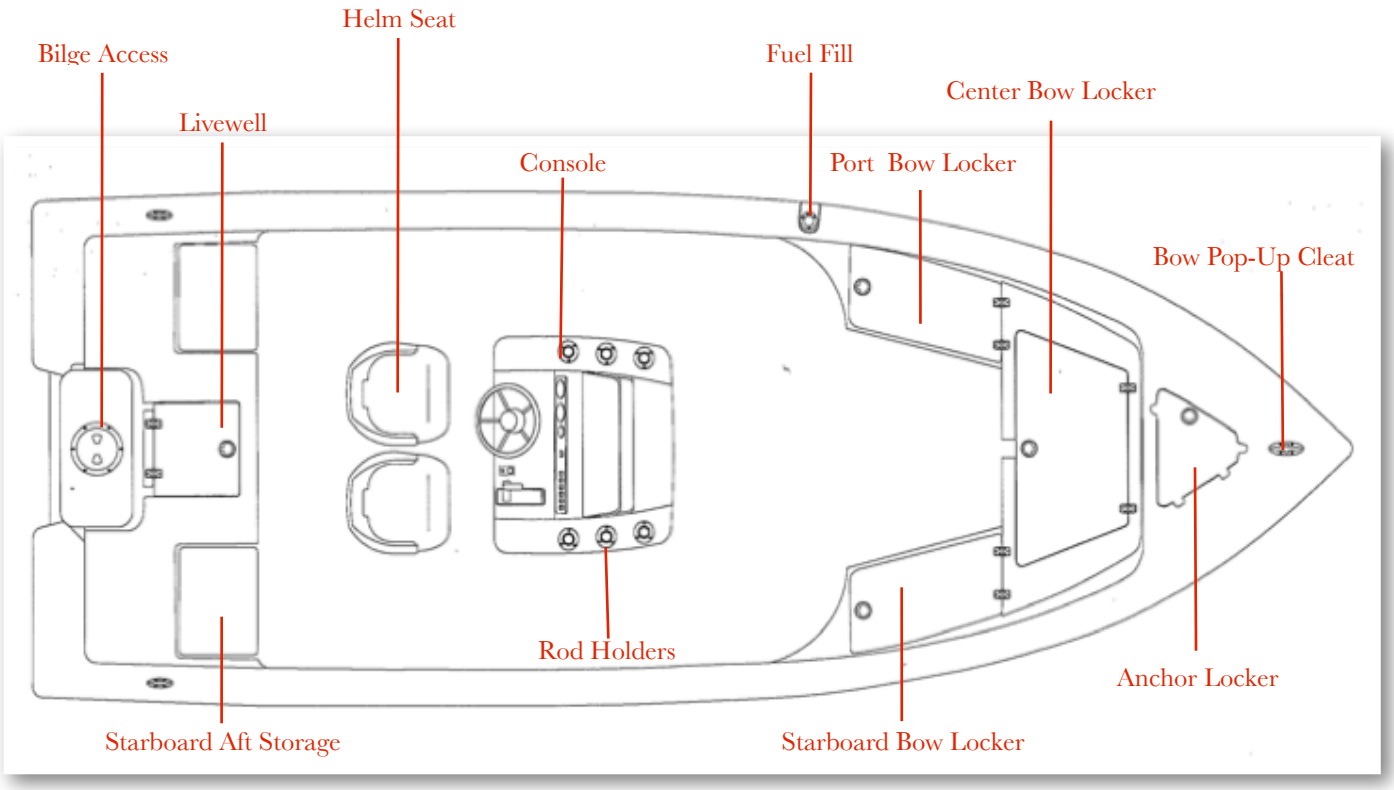
Console Access Door

Front View of the Console

View of the Console from Stem to Stern

BOAT LAYOUT

21 Bay Layout



Cobia Duffel Bag

Cobia Duffel Bag

Along with your boat, you received a Duffel Bag with your new 21 Bay Cobia. Inside the Duffel Bag are the following items:

- Large Livewell Standpipe
- Short Livewell Standpipe
- 1.5” Livewell Pacifier Plug
- 2 ignition Keys and Emergency Kill Cord /Engine Stop Lanyard
- Yamaha Engine Owner’s Manuals
- Engine Start Cord
- Various Appliance and Accessories Manuals

BILGE

Bilge

The bilge of your 21 Bay should always be checked after launch. A small amount of water in the bilge is normal for this area of the boat. Large amounts of water or any signs of fuel or oil require immediate attention. Never pump fuel or oil overboard while your boat is in the water.

Large quantities of water in the bilge may be an indication of a leak or that your bilge pump is jammed, broken or has blown a 7.5 amp fuse. First check that your bilge pump is operational. Turn the switch on and listen for the bilge pump to turn on. If the bilge pump does not come on, check your fuse box to make sure the pump hasn't blown a fuse. If the fuse is damaged, replace it and turn the switch on again, listening for the bilge pump to come on.

The Bilge Pump is Mounted to ABS Plastic

If the fuse is in working order, make sure the pump is turned off, then unhook the bilge pump from its cradle by squeezing the blue tabs on the sides of the pump and lifting. The entire bilge pump and wiring should release from the cradle. Check the underside and impeller areas for miscellaneous items that might clog the pump.

Items such as monofilament, plastic, rocks and small clumps of debris can easily clog the impeller and prevent the bilge pump from operating correctly. Should you find a clog, remove the item and turn the pump switch to the "on" position. If the pump runs, turn the switch "off" and return the pump to its cradle.

If the fuse is working and the impeller is not clogged, the bilge pump is probably bad and needs to be replaced. See your local Cobia dealer for bilge pump replacement.

If the bilge pump is working and pumping water, but the water level in the bilge does not go down, you likely have a leak, which requires immediate attention. Remove your boat from the water and see your local Cobia dealer to have the bilge area inspected for possible leaks.

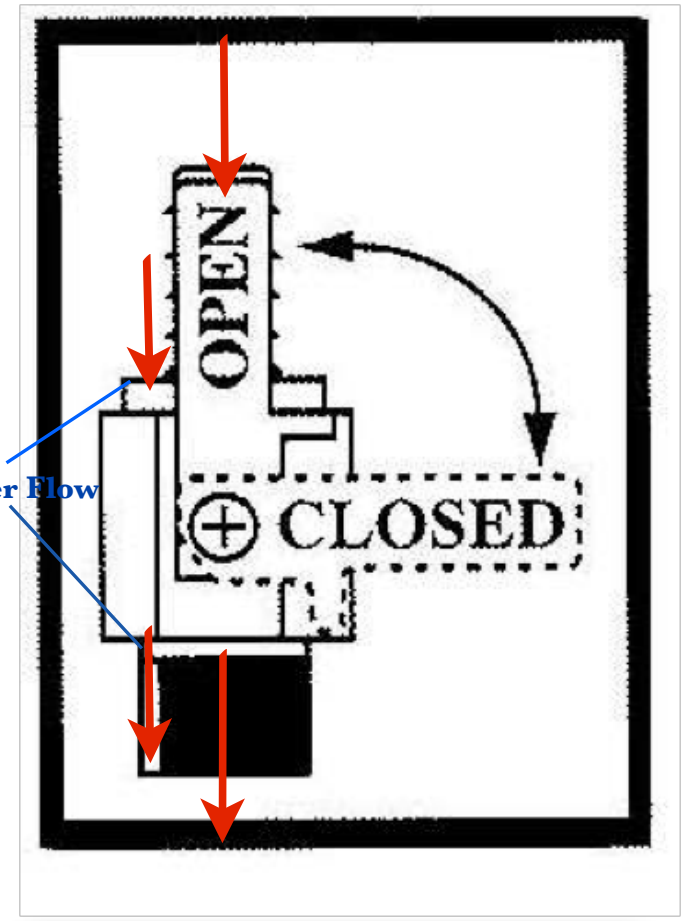
Fuel leaks also require immediate attention. Be sure to check for fuel leaks frequently and repair any problems immediately. Any replacement of parts or repairs to the fuel system should be performed by a trained marine mechanic. See your authorized Cobia dealer for parts and repair.

Use bilge cleaner products to remove any obvious stains. Consult your authorized Cobia dealer for recommended types of bilge cleaners.

SYSTEMS

Ball Valves

Ball valves can be used to serve several purposes. They allow seawater to enter the boat, in the case of livewells, and they also act as a safeguard to stop water from entering. To tell which position a ball valve is in, open or closed, look at the valve and determine the direction of flow. When the ball valve handle is in the same position as the direction of flow, the valve is in the “OPEN” position. When the ball valve handle appears to cross the direction of flow, the valve is in the “CLOSED” position.



21 Bay Deckdrain System

The deckdrain system is equipped with 1 1/2” thru hull fittings through the aft port and starboard hull sides. These fittings have to be installed lower than the drains in the cockpit floor so that gravity will allow the cockpit to drain free of water. This puts these fittings very close to the water line of the hull. These drains are rigged with ball valves that can be opened and closed to control the flow of water. In the open position, these ball valves will allow water to flow freely from the cockpit, thus making the boat “self-bailing”. When closed, no water will be allowed to travel to or from the cockpit.

21 Bay Livewell Pump Assembly

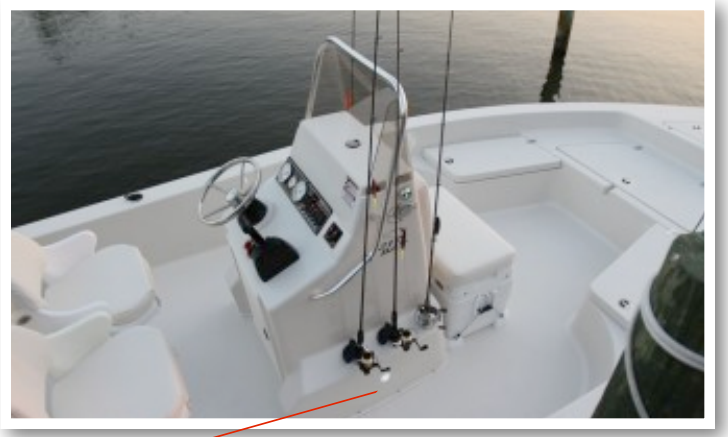
The livewell pump assembly is composed of a scoop strainer mounted to the bottom of the hull, a thru hull fitting, ball valve assembly and the pump. As you can see, the ball valve assembly is in the “OPEN” position. This is the correct position for the operation of the livewell system.

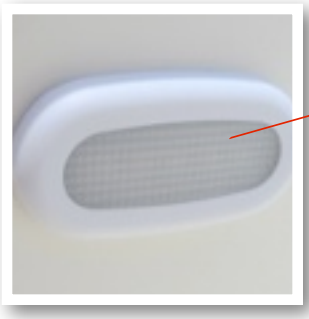
THE LIVEWELL PUMP ASSEMBLY IN THE “OPEN” POSITION

COCKPIT COURTESY LIGHTS

Cockpit Courtesy Lights

The cockpit comes equipped with two LED. courtesy lights installed at the factory. The courtesy lights are mounted on the port and starboard sides of the console. These lights illuminate the entire cockpit and are controlled by the switch labeled courtesy lights on the switch panel located above the steering helm.





LADDER AND PROPS

Stainless Boarding Ladder

The Cobia 21 Bay comes with the option of the Swim/Dive Platform mounted in the stern of the boat. This platform provides for an easier and safer entry and exit from the boat. To operate the platform simply lift the metal ladder from the platform, extend the ladder to its full length, and let the ladder fall into the water

Boarding Ladder ,Stowed

Boarding Ladder ,Extended

DANGER

No passenger should attempt to enter or exit the boat by the ladder or by any other means while the engine is on.

Props

Prop selection on your Cobia is determined by your local Cobia Dealer, but all props are based on recommendations from Cobia Boat Company and Yamaha Marine in order to give your boat maximum overall performance. The needs of your prop will determine the prop design and size that best fits your performance requirements.

Always inspect the engine and prop prior to launching your boat with the engine off. Key prop issues include tangled fishing line or other types of debris, cracked blades or fluid leaking out of the seal. Look for fishing line tangled around the prop or lower unit seal. **Consult your Yamaha's Owner's Manual to address these issues.**

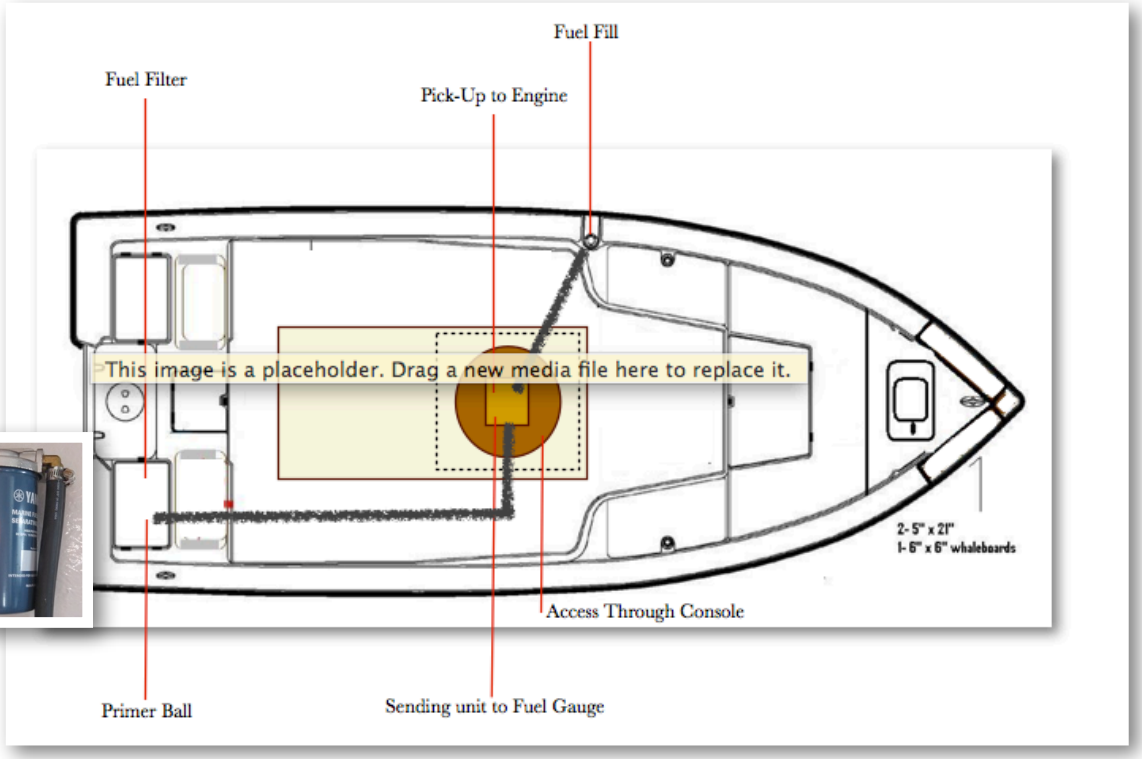
FUEL SYSTEM

FUEL SYSTEM

The Cobia 21 Bay comes equipped with a 60-gallon fuel cell stationed below the leaning post between the stringer system. The fuel fill receptacle is on the port gunnel. Every fuel tank is pressure tested at the factory before and after installation. **Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer.**

DANGER

CAUTION—Do not smoke while filling the tank. Be sure to turn off the engines and all electrical equipment when fueling the boat to prevent accidental discharges of static electricity. Use only the recommended gasoline (see Yamaha's Owner's Manual). Do not use fuels with alcohol or alcohol related derivatives that can cause marine fuel system hoses to deteriorate.


Fuel Fill
Fuel Filter
Pick-Up to Engine
This image is a placeholder. Drag a new media file here to replace it.
2- 5" x 21"
1- 6" x 6" whaleboards
Access Through Console
Primer Ball
Sending unit to Fuel Gauge

SELF-BAILING COCKPIT & LIVEWELL SYSTEM

Self Bailing Cockpit

The cockpit on the Cobia 21 Bay is designed to be self-bailing, meaning that all the water that comes into the cockpit will be directly drained overboard. This keeps the boat from acquiring standing water and allows the boat to drain at all times, including while the boat is docked.

Water drains out of the cockpit through two aft cockpit drains located at the far aft cockpit floor on both the port and starboard sides. Each side drains overboard through the side of the hull independently. None of this water is drained into the bilge. Refer to page 12 for operation of the ball valve associated with this system.

The bilge is designed to drain any water entering the inside of the hull. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal, and should be investigated by a Cobia Dealer immediately. Refer to page 9 for further information regarding bilge pump operation and maintenance.

Livewell System

The livewell system on the 21 Bay is designed to keep your baitfish alive and strong for as long as possible. With this cool clean and oxygenated environment your baitfish will thrive . To efficiently operate your livewell, the following steps should be taken:

1. **Open livewell hatch.**
2. **Install stand-up pipe snugly.**
3. **Ensure livewell pump ball valve is in open position (refer to page9).**
4. **Turn on livewell switch.**

The livewell operates by pumping fresh seawater from the pump through an aerator head into the livewell. Drainage is achieved through the grate on the top of the standpipe, which, when unobstructed, will limit the water level to the standpipe's highest point. A shorter standpipe can be used to keep less water in the well. This constant drainage keeps up water flow and allows for the removal of ammonia from the livewell, therefore extending the life of your baitfish. To drain the livewell, switch off the pump, close pump ball valve, and remove standpipe.

ROD LOCKERS & FISH LOCKERS

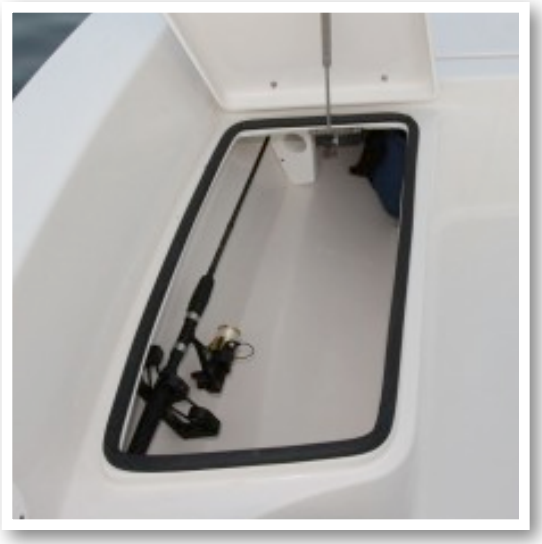
Rod Racks

The 21 Bay comes standard with two 4-bank rod holders attached to the console.

Starboard Gunnel Storage Rack

Port and Starboard Storage and Rod Lockers

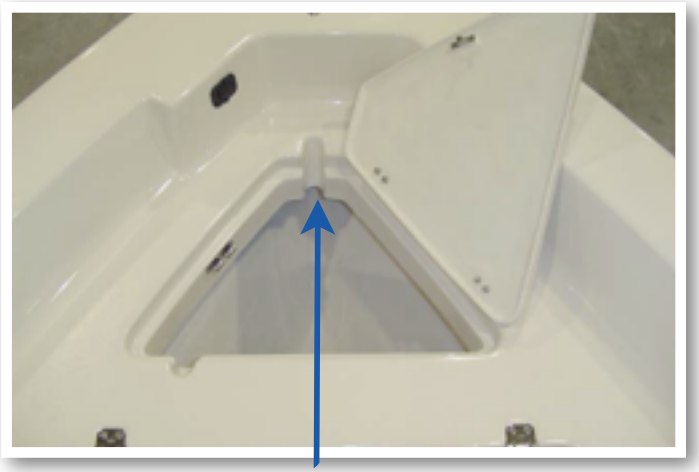
The 21 Bay has port and starboard storage compartments in the bow. These lockers have the ability to safely store rods and various tackle. The lids are made with a unique two-part mold process that results in a lighter part with a primary finish on both sides without any loss of strength. These two part lids are also standard throughout the rest of the boat.



ANCHOR LOCKER/PHENOLIC PLATES

Anchor Locker/Rode Storage

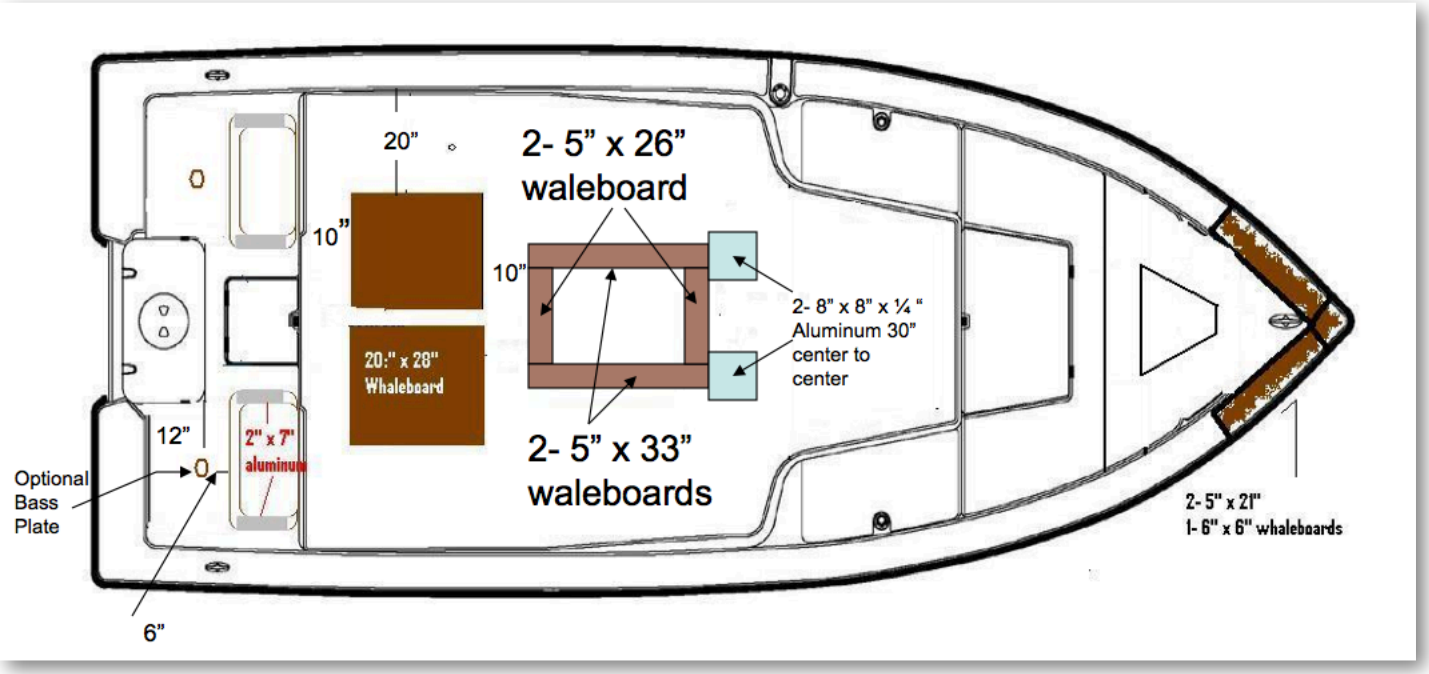
The anchor locker is located at the bow of the boat and is accessible through the anchor locker hatch pictured below. There is an eye mounted to the bow eye to secure your anchor rope or chain to. After you set your anchor, the excess rope can stay stored in the locker and you can close the door by aligning your rope to the notch supplied in the deck.



Rode Storage Notch

Phenolic Plate Location

Your Cobia 21 Bay comes standard with phenolic plates laminated into the cockpit floor. These plates secure the leaning post and optional T-top and are designed for exceptional screw retention capabilities and provide the support required to secure such weight bearing items.



BATTERY SWITCH

Battery Switch

The battery switch panel comes as standard equipment on the 21 Bay. Power from the battery to the battery switch is protected with a 30 amp inline fuse.

Battery Switch in the "off" Position

On a single battery system, the battery is wired to the number 1 side of the switch. A dealer installed option would be a Dual Battery Setup. On the dual battery setup, one battery is wired to the number one position while the second battery is wired to the number 2 side of the switch. The operator can choose which battery to utilize by the selection on the switch. The only time the switch should be in the "1 & 2" position is if one battery will not start the engine. Then, switch to "1 & 2" and have two batteries to start the engine. Once the engine is started turn the switch back to the number one battery so that the engine alternator is once again charging that battery.

Cobia Boat Wiring Color Code

Pumps:

Livewell Pumps	Wire Color
Livewell -- 1	Brown / White
Livewell -- 2	Brown / Yellow
Livewell -- 3	Brown / Orange

Recirc. Pumps	Wire Color
Recirc. Pump -- 1	Red / White
Recirc. Pump -- 2	Red / Yellow
Recirc. Pump -- 3	Red / Orange

Bilge Pump	Wire Color
Aft Bilge pump	Brown
	Brown / Red

Water Pumps	Wire Color
Freshwater Pump	Brown / Black
Saltwater Pump	Brown / Green

Lights:

Navigation Lights	Wire Color
Nav. Light	Grey
Anchor Light	Grey / White

Courtesy Lights	Wire Color
Panel Lights	Blue
Console Lights	Blue / Red
Rod Locker Lights & under Gunnel Lights	Blue / Black

Lights:

Livewell Lights	Wire Color
Livewell -- 1	Blue / White
Livewell -- 2	Blue / Yellow
Livewell -- 3	Blue / Orange

Acc. Wires

	Wire Color
Horn	Orange / White
Fuel Sending	Pink
Bounding	Green

Main Wires

	Wire Color
Positive	Red

Ground Wires

	Wire Color
Lights	Black
Pumps	Black
Main	Black

Trim Tab Wires

Trim Tab Wires	Wire Color
Stbd (white)	Red
Stbd (black)	Blue
Port (White)	Green
Port (Black)	Yellow

Jack Plate Wires

Jack Plate Wires	Wire Color
Red (Hot wire)	Red
Blue (Up)	Blue
Green (down)	Green

Acc. Wiring

	Wire Color
Tower Anchor Light	Grey/black (2)
T-Top Anchor Light	Grey/black (2)
T-Top Spreader Light	Blue/black (2)
Speaker Wire	
	Red / Black (2)

Battery Cables

Wire Color	GA Size
Red	2 Ga.
Black	2 Ga.
Red	4 Ga.
Black	4 Ga.

24 V. T.M. Wirer

Wire Color	GA Size
Black	6 Ga.
Orange	6 Ga.

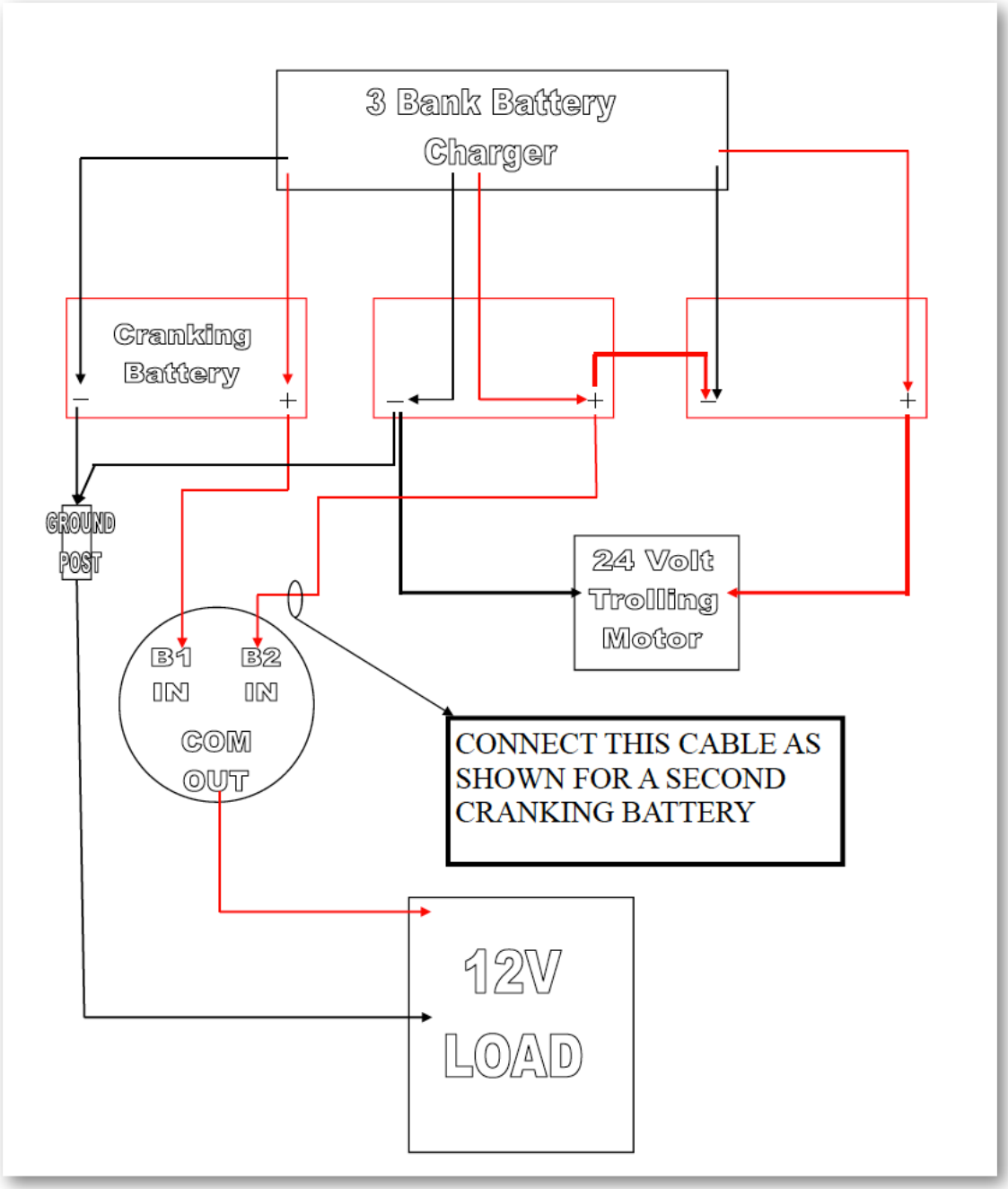
OPTIONAL FEATURES

Optional Features

Many options for the 21 Bay model have already been mentioned earlier in the Owner's Manual. The following pages will refer to the remaining options

Trolling Motor

Trolling motors come as an option for the 21 Bay, and are a great addition to any anglers tool box. Refer to the diagram below for optional trolling motor system with battery charger and wire routing



OPTIONAL FEATURES

Optional Gauges

Two Yamaha Multifunction Digital Gauges are a possible upgrade option for your 21 Bay. These digital gauges include a tachometer. The tachometer has several built in features including an oil level monitor, an engine temperature monitor and engine trim indicator. Yamaha speedometer includes a digital readout of the speed, an hour meter, trip meter, and clock.

Optional Salt Water Washdown

Salt-water washdown is an option on the 21 Bay. The pump is located in the bilge forward of the livewell pump and is accessible through the splashwell hatch or the aft port hatch. To operate, hook a hose to the raw water receptacle in the aft section of the rod locker. Flip the switch labeled “Saltwater”. The pump will pressurize the system with raw water. Once the system is pressurized, the pump will shut itself off with an internal pressure switch and will switch itself back on as you demand water. Be careful to only spray gel-coated fiberglass surfaces with saltwater and avoid all other areas. Always rinse your boat with freshwater as soon as you return to the dock or home if the boat is being trailered.

Raw Water Receptacle

OPTIONAL FEATURES

Optional Trim Tabs

Trim Tabs are optional on your 21 Bay. External electric trim tabs can enhance the performance of your boat. The tabs on the 21 Bay are electric and therefore do not require a trim tab pump. By not having a pump there is no possibility of fluid leaks from a pump.

Trim tabs allow for maximum boat performance, and are great for balancing weight in the boat. They also allow the boat operator to lift or lower the hull to accommodate for different running situations.

For the operation of trim tabs note that the port trim tab switch will affect the port side of the boat, and the starboard switch will affect the starboard side. For instance, lowering the port trim tab creates stern lift on the port side, thus lowering the starboard bow. Raising the starboard trim tab lowers the stern on the starboard side, thus raising the port bow. Use the tabs to adjust the attitude of the boat so that it sits evenly, and to raise or lower the bow to control running performance.

Pushing on the top of the switch (down), will lower the trim tab and force the bow down, which is important when running in heavy seas or a stiff chop. In most cases, both tabs should be lowered for an even bow ride.

Pushing the bottom of the switch (up), will raise the tabs lifting the bow out of the water, for better running performance. To achieve the best running performance of your Cobia 21 Bay, use the engine trim in conjunction with your trim tabs to find the appropriate amount of lift for a safe and comfortable ride.

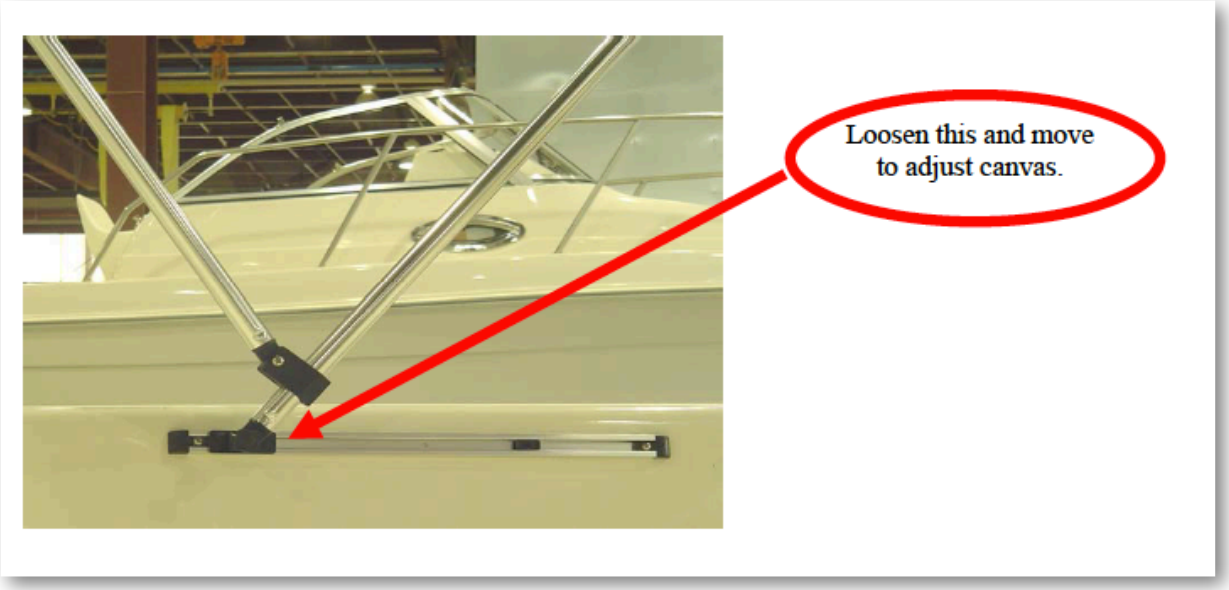
In the event of rough water or high winds, it's possible to use the trim tabs to lift the windward side of the boat to avoid spray blowing back onto the passengers. Do this in conjunction with lowering the bow on the downward side.

Port Trim Tab

OPTIONAL FEATURES

Top Options

The top option for the 21 Bay boat is a bimini canvas top easily erected and removed with quick disconnects which make setting up the bimini top even easier. The canvas can also be adjusted fore and aft by loosening the hinges on the poles and putting them in the desired location.



Warranty

Cobia Boats are NMMA Certified and offer superior SeaTech “no wood” construction. All Cobias are backed by a no-nonsense, 10-year limited warranty. Cobia Boats advises owners that an authorized Cobia dealer perform maintenance and repairs on your boat. Self repairs and repairs done by a non- authorized Cobia dealer may void the warranty on the boat. The following information is general in nature and should not be considered a repair manual or guidelines set forth by Cobia Boat Company.

Cleaning: Each Cobia Boat is constructed using the finest material and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. A mild detergent may also be used to remove any dirt, silt or stains. A light coat of lubricants on metal railing, screws, and electrical connections will help prevent electrolysis. The same holds true for your trailer.

No Matter Which Direction You're Going, Your Boat is Always Covered.

COBIA